included non-waterway civil workloads even heavier than the waterway.[6]

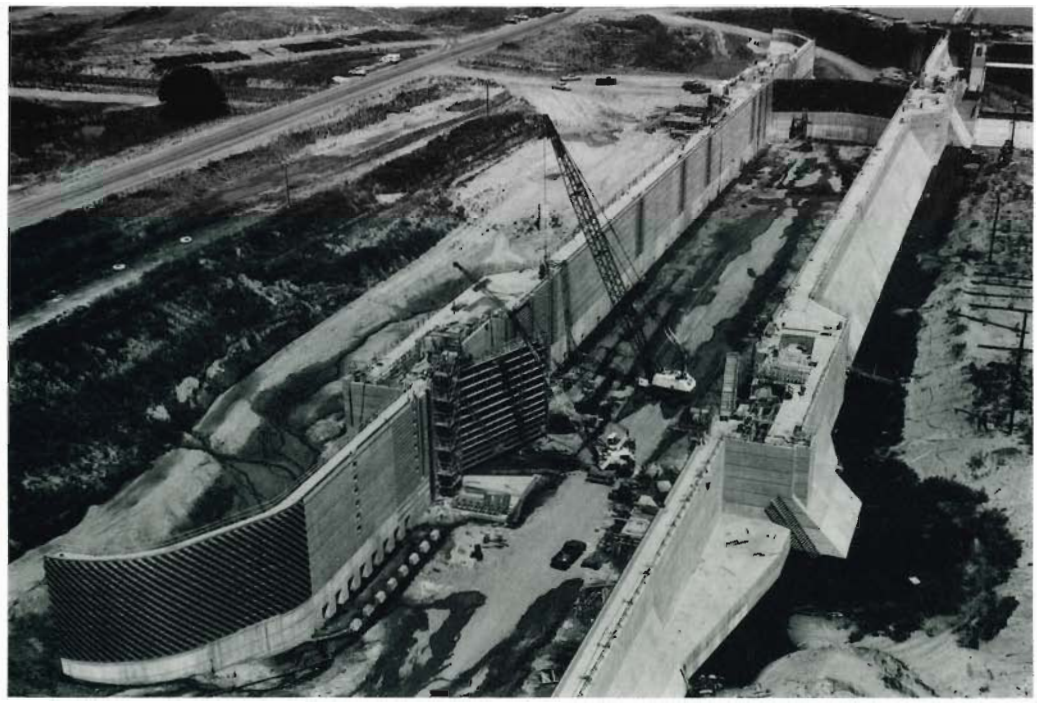
To keep all elements on track, the Corps instituted the new Critical Path Method of planning and scheduling. Giant CPM charts showed all the tasks necessary to complete the project and the interrelationships among them: research, design and engineering, bidding and contracting, along with all the other jobs that must be completed.

After Senator Kerr died unexpectedly in 1963, Oklahoma Congressman Ed Edmondson and Arkansas Senator McClellan took over in obtaining congressional appropriations, using CPM schedules to show colleagues the importance of timely funding for the projects.

Two major challenges were land acquisition and relocations of public services such as roads, railroads, and utilities.

The relocations work was of major scope and those for Oologah, Keystone, and Eufaula had to be performed simultaneously. Road relocations alone totaled $55 million; all told, relocations for the three projects — not including any land acquisition costs — totaled more than $100 million, more than one-third of the three projects' costs.

In 1958, Col. Bristor named A.B. Bastos his special assistant in charge of relocations and David Helms chief of the Real Estate Division. A number of significant policies were worked out in the Tulsa District during those years that later became models for federal laws relating to relocations and land acquisition.[7]



1969: Arkansas River Waterway construction was underway at W.D. Mayo Lock and Dam 14 near Fort Smith (top photo) and at Newt Graham Lock and Dam near Tulsa. Lower right, Webbers Falls Lock and Dam contained a massive debris buildup during the 1986 flood.